

19990616.ba v02_n582.bam.990616

>From ???@??? Thu Jun 17 04:08:39 1999
Message-Id: <199906161351.d5GDpa018750@sco.theporch.com>
Date: Wed, 16 Jun 1999 08:49:48 CDT
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 2582

BOATANCHORS Digest 2582

Topics covered in this issue include:

- 1) Bill Slep
by thompson@mindspring.com
- 2) Jefferson-Travis 350 A ?
by jmccarty@lucent.com (John J McCarty)
- 3) What's going on here?
by "Arden Allen" <gumbear@pacbell.net>
- 4) RE: SX-73 Ballast Tube
by "Gibbs, Dennis" <dgibbs@Rational.Com>
- 5) Re: Bill Slep
by "Howard R. Weeks" <weeksh@bellsouth.net>
- 6) OTA for VFD
by Dick Dillman <ddillman@igc.apc.org>
- 7) Spooky. Very Spooky...
by Dick Dillman <ddillman@igc.apc.org>
- 8) [Fwd: 19 Set Items for Sale]
by Jerry Proc <jproc@idirect.com>
- 9) Re: UTC Transformer Info
by "Jay H. Miller" <jmiller@teleteam.net>
- 10) RE: Spooky. Very Spooky...
by "Ed Tanton" <n4xy@att.net>
- 11) Re: Jefferson-Travis 350 A ?
by Hue Miller <kargokult@proaxis.com>
- 12) Negligence
by "Arden Allen" <gumbear@pacbell.net>
- 13) Trade SP600 videos
by Bob Login <jlogin@mindspring.com>
- 14) Re: 2581 Kisseemee
by Jderm740@aol.com
- 15) Re: 2581 Battery Holders
by Jderm740@aol.com
- 16) Re: Amps for Computers
by Jderm740@aol.com

From: thompson@mindspring.com

Message-ID: <003701beb757\$f7dc4bc0\$093656d1@default>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Bill Slep
Date: Tue, 15 Jun 1999 13:53:25 -0400

I had two messages about Bill Slep (One from Robert WD5CAB) but I keep trying to delete parts of the message before replying and Outlook express deletes the message without putting it in the delete box (mindspring says thats a positive feature..Hmmm).

No I did not get up to check on Bill Slep's warehouse. He had family south of Atlanta and on the Georgia coast so I am sure they liquidated everything by now. Bill's widow is no longer listed in the phone book for Otto NC and Rabun County GA and their old number is not connected. My health problems have stopped me from going to look altho I was only 15 miles away in April at Clayton, GA.

Will try by Summers end...

Dave K4JRB

From: jmccarty@lucent.com (John J McCarty)
Date: Tue, 15 Jun 1999 13:37:34 -0500
Message-Id: <199906151837.NAA02566@nwsgpb.ih.lucent.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Jefferson-Travis 350 A ?
Content-Type: text

Group;

Have come across the above radio, along with power supply, remote control unit and shipping cases. Any one know anything about these. The shipping cases have got legs for field set up and are marked U.S. Air Force.

Tnx + 73

John McCarty
n9hrt
jmccarty@lucent.com

Message-Id: <199906151953.MAA05827@mta2.snfc21.pbi.net>
From: "Arden Allen" <gumbear@pacbell.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: What's going on here?
Date: Tue, 15 Jun 1999 12:50:43 -0700
MIME-Version: 1.0
Content-Type: text/plain; charset=ISO-8859-1
Content-Transfer-Encoding: 7bit

Jack and List Members;

I have received several messages from fellows complaining that they are trying to join the list without results. They have sent messages to Jack and received indefinite replies as to when or whether they would be able to join. Now assuming these complaints are legitimate and not a hoax, it seems to me that simple courtesy requires a definite answer. I sent a message to Jack about one individual and received no reply but I did get a response from Jack regarding the CW thread. I know Jack is a busy man and can't cater to every whim at the moment but apparently this one gentleman's request has been languishing for several months. Jack, or anyone, what's going on here?

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

Message-ID: <65B141FB11CCD211825700A0C9D609BC415EC3@chef.lex.rational.com>
From: "Gibbs, Dennis" <dgibbs@Rational.Com>
To: Old Tube Radios <boatanchors@theporch.com>
Cc: DC Boat Anchorites -- Barry Anderson K3SUI <banderso@ENI.NET>,
Bry Carling AF4K <bry@mns.net>, Dave Wojtkowski <dwojtkowski@hns.com>,
JD K1ZAT <k1zat@dsport.com>, Larry Wolken N3OJD <rhys@ix.netcom.com>,
Marcus Harton NZ4E <mharton@FREEDOMFORUM.ORG>,
Mike Cizek K07V
<ko7v@bayserve.net>,
Ray Allen W2KBR/3 <raallen@erols.com>,
Roy Morgan K1LKY <morgan@speckle.ncsl.nist.gov>,
Scott Bauer W3CV
<ke3nv@erols.com>,
"Walter L. Marshall" <wmarshall@CapAccess.org>
Subject: RE: SX-73 Ballast Tube
Date: Tue, 15 Jun 1999 18:07:09 -0400
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"

The Ballast tube is 6-4. Yes, I believe Amperite still sells these,

although they are pretty expensive. The last I heard (This was several years ago) they were charging \$25.00 each for them.

Dennis

-----Original Message-----

From: Paul Bernhardt [mailto:bern@ppdu.nrl.navy.mil]

My newly acquired SX-73 does not have a ballast tube. This tube fits into the octal socket labeled R80. Can someone give me the number for this tube? Did Amperite make a replacement? I think I remember a discussion of using a filament winding for this.
Thanks, Paul Bernhardt

Message-Id: <199906160051.UAA28740@mail11.lig.bellsouth.net>
From: "Howard R. Weeks" <weeksh@bellsouth.net>
To: Old Tube Radios <boatanchors@theporch.com>
Date: Tue, 15 Jun 1999 20:47:46 -5
MIME-Version: 1.0
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7BIT
Subject: Re: Bill Slep

I was by his old business address several times in the past few years and it is empty of "surplus".

Howard Weeks

"No I did not get up to check on Bill Slep's warehouse. "
Howard Weeks
Augusta, GA

Date: Tue, 15 Jun 1999 18:23:12 -0700 (PDT)
Message-Id: <2.2.16.19990615180918.0d8f692a@pop.igc.org>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
To: Old Tube Radios <boatanchors@theporch.com>
From: Dick Dillman <ddillman@igc.apc.org>
Subject: OTA for VFD

Tom and I got run off our carefully selected Vintage Field day site last year by a couple of gun-totin' 20 year old Navy whipper-snappers. Consarn it. But this year we're trying again. Not only that we're going the permit route to use a site on the Presidio of San Francisco. Of course the permits have not yet come through and the event is this weekend. But I want to let

you know we'll possibly be on the air in case you care to look for us. And, oh yeah, we'll be using military equipment exclusively. Here's the info:

Date: 19 June

Time: TBA but I hope to be on the air by late morning.

Equipment: AN/GRC-9, AN/GRC-109, RT-68, possibly PRC-47, EE-8A for inter-position coordination

Frequencies: 3870 Kc. Morse
3980 Kc. Voice (AM)
7040 Kc. Morse
7290 Kc. Voice (AM, maybe SSB)
51.5 Mc. Voice (FM)

Calls: WA6OPE, W6AWO

Some of the other military radio wackos in the area may be on as well. All calls from anyone using any type of equipment would of course be welcome.

Vy 73,

Dick/"RD"

Dick Dillman, W6AWO
Chief Operator at K6KPH of the Maritime Radio Historical Society
Collector Of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

Date: Tue, 15 Jun 1999 18:24:13 -0700 (PDT)
Message-Id: <2.2.16.19990615181021.46d78544@pop.igc.org>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
To: Old Tube Radios <boatanchors@theporch.com>
From: Dick Dillman <ddillman@igc.apc.org>
Subject: Spooky. Very Spooky...

KPH, "The wireless giant of the Pacific", is gone. Been closed for a year and more if memory serves. This is the station with the famous spark note, with the Axelanderson alternators for point-to-point work and later with 40kW on 500Kc. via transmitter BL-10. After 80 years of service it went dark.

But the Park Service is about to take possession and they're interested in preserving the history of the Bolinas transmitting site and the Point Reyes receiving site. We visited the receiving site last weekend.

It was one of the most spooky experiences I've ever had.

Those who follow such things know that in its golden years the main Morse operating room at KPH was known as the "den of thieves". There ace operators worked ships all around the world from positions arrayed around a central message carousel. All outgoing messages were filed in the carousel by call sign and, when a ship called, the message was plucked from its slot and sent. Right after the traffic lists things would really be hopping. Operators would steal ships from each other and the carousel would spin like mad while Frank Geisel, "Mr. KPH", would preside over the mass of confusion, waving his cane and yelling "get that one on 16 megs!"

We knew that KPH had fallen on hard times since then... the hardest times in fact since the station was now dark. But we didn't know what to expect in the hallowed ground of the den of thieves now. I figured it would be gutted to the bare walls. Tom said whatever equipment there was would be piled in a closet.

We approached the operating room, turned the corner and found... everything as if they had left it yesterday. All the receivers were on. The keys were on the operating tables ready for action. Messages were in the carousel... messages for ships that would never again call. In the SITOR room the printers showed regular messages, then "error... error", then nothing. It was like boarding an abandoned but intact ship at sea. I expected to find a warm cup of coffee at an operating position.

But there was no warm coffee and no ships called and the thieves had long ago left the den. KPH has passed away and with it has passed one of the best, most honorable eras in radio communications.

--
SK

Vy 73,

Dick/"RD"

Dick Dillman, W6AWO
Chief Operator at K6KPH of the Maritime Radio Historical Society
Collector Of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

Message-ID: <3766EF67.2EAD6D3E@idirect.com>
Date: Tue, 15 Jun 1999 20:27:19 -0400
From: Jerry Proc <jproc@idirect.com>
MIME-Version: 1.0

To: Old Tube Radios <boatanchors@theporch.com>
Subject: [Fwd: 19 Set Items for Sale]
Content-Type: multipart/mixed;
boundary="-----B841A5E1FE60E6BB523B336F"

This is a multi-part message in MIME format.
-----B841A5E1FE60E6BB523B336F
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

-----B841A5E1FE60E6BB523B336F
Content-Type: message/rfc822
Content-Transfer-Encoding: 7bit
Content-Disposition: inline

Return-Path: <va3orp@kos.net>
Received: from hermes.kos.net (hermes.kos.net [206.186.40.2])
by deimos.idirect.com (8.9.3/8.9.3) with SMTP id NAA68808
for <jproc@idirect.com>; Tue, 15 Jun 1999 13:05:27 -0400 (EDT)
Received: (qmail 16867 invoked from network); 15 Jun 1999 17:05:23 -0000
Received: from mki3-pl-ri14.kos.net (HELO hal) (206.186.40.203)
by mercury.kosone.com with SMTP; 15 Jun 1999 17:05:23 -0000
Message-Id: <1.5.4.32.19990615170429.006b12e8@kos.net>
X-Sender: va3orp@kos.net
X-Mailer: Windows Eudora Light Version 1.5.4 (32)
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Date: Tue, 15 Jun 1999 13:04:29 -0400
To: sm5ur@aol.com, ve3bdb@encode.com, VA3BBW@idirect.com,
bruce_macmillan@bc.sympatico.ca, rpols@ican.net,
chris_bisaillion@srtelecom.com, ccronin@netcom.ca,
radiobwn@ricconnect.com, dana@sting.phx.mcd.mot.com,
David@computan.on.ca, tpr845@globalserve.net, fmoore@idirect.com,
frostrup@belco.bc.ca, jproc@idirect.com, joeull@snet.net,
jpt1@idirect.com, montgomm@montreal.src.ca, mbendror@villagenet.com,
reedpark@nbnet.nb.ca, carries@videotron.ca
From: "David Lawrence (VA3ORP)" <va3orp@kos.net>
Subject: 19 Set Items for Sale
Cc: aursin@online.no, 100701.3517@compuserve.com, clotwort@nortelnetworks.com,
l.meulstee@wxs.nl, mario.g@pcg.it, martin.swift@virgin.net
X-Mozilla-Status2: 00000000

>Return-Path: <dlawrenc@kos.net>
>Delivered-To: va3orp@kos.net

>Reply-To: <dlawrenc@kos.net>
>From: "David Lawrence" <dlawrenc@kos.net>
>To: <va3orp@kos.net>
>Subject: 19 Set Items for Sale
>Date: Tue, 15 Jun 1999 12:55:07 -0400
>X-MSMail-Priority: Normal
>

Greetings All!

Here is the list of the items that are on offer. The XYL says they cannot stay here so have no choice but to move them along to other good homes. All prices are in Cdn dollars (multiply by 2/3 for US dollars). Shipping extra.

Cheers...Dave

>WIRELESS SET NO. 19

>ITEMS FOR SALE

>

>Package Number 1 - \$350.00

> This is an excellent example of a Northern Electric Mk II set. It comes
>with many, hard-to-find accessories. Although not tested, it appears to be
>serviceable with no indication of rough handling or "non-service"
>modifications. The package includes the following:

>Northern Electric Mk II Tx/Rx, serial C32043 (excellent condition)

>Northern Electric PSU No. 1, serial C30??? (very good condition)

>Northern Electric Variometer, serial C75946 (c/w Adapter Plate No. 2)

>Seating Plate No. 4 (for mounting A set ant.on Vario. case)

>Northern Electric Control Unit No. 2, Mk II

>Crystal Calibrator (output cable has RCA vice Pye connector)

>Carriers No. 23 (carrying board with handles, rubber pads missing)

>Brush Guards (PSU guard has upper horizontal bar missing)

>Cover, Waterproof No. 5 (canvas cover, brittle but all intact)

>Mic and Rec'vrs Hdgr Ass'y (No. 1 Cdn)

>Antenna Base No. 8 (for A set, fair condition - rusty)

>Antenna Base No. 9 c/w mounting No. 1(for B set)

>Antenna Rods (3 X "F" sections, 1 X "G" section)

>Case Spare Parts (empty)

>Case Spare Valves (2 X 6V6 and 2 X 6K7 missing)

>Cables - DC power input

> - 12 pt/12 pt signal cable

> - Connector Coax No. 10 (A Set)

> - Connector Coax No. 11 (B Set)

> - 6 pt/6 pt power cable c/w calibrator power lead

>

>Package Number 2 - \$350.00

> This is a very good example of Mk III set and is guaranteed to be working.

> Some of the paint is flaking off of the cases however there is no rust

>visible. Although from the same manufacturer and close in serial number,
>there is some colour mismatch between the set and the PSU. The Pye
>connector on the variometer needs to be reinstalled and this connector is
>included. The package consists of the following:
>RCA Canada Mk III Tx/Rx, serial C89136 (very good condition)
>RCA Canada PSU No. 2, serial C97953 (very good condition)
>Northern Electric Variometer, serial C72986 (c/w Adapter Plate No. 2)
>Control Unit No. 3 B Mk II
>Crystal Calibrator (fair condition inside)
>Mic and Rec'vrs Hdgr Ass'y (Cdn Type 10)
>Antenna Base No. 8 c/w mounting No. 3 (for A set)
>Antenna Base No. 9 c/w mounting No. 1 (for B set)
>Case Spare Parts (no parts but with wooden insert)
>Case Spare Valves (no valves but with internal metal caddy)
>Cables - DC power input
> - 12 pt/12 pt Signal cable
> - Connector Coax No. 10 (A set coax)
> - Connector Coax No. 11 (B set coax)
> - 12 pt/12 pt power cable c/w calibrator power lead
>
>Package Number 3 - \$200.00
> This is an good example of a Mk III set. Although not up to museum
>standards, it has the items essential for on-air operation . The set has
>not been tested and there have been some internal wiring changes which are
>not documented. The set appears to be serviceable or at least repairable.
>It is very clean inside. Unfortunately, both cases have been painted
>black. The package includes the following:
>RCA Canada Mk III Tx/Rx, serial C98310 (B gain control removed)
>RCA Canada PSU No. 2, serial C88068 (vibrator fuse holder missing)
>Northern Electric Variometer, serial C77784 (c/w Adapter Plate No. 2)
>Control Unit No. 3A, Mk II
>Crystal Calibrator (output cable has RCA vice Pye connector, cal. holes
>added)
>Mic and Rec'vrs Hdgr Ass'y (Cdn Type 10)
>Case Spare Valves (empty, poor condition)
>Cables - DC power input
> - 12 pt/12 pt signal cable
> - Connector Coax No. 10 (for A Set)
> - 12 pt/12 pt power cable c/w calibrator power lead
>
>Package Number 4 - \$175.00
> This consists of a number of items of USA manufacture. The Tx/Rx is in
>absolutely mint condition inside and out. It has not been tested but
>appears to be fully serviceable. A power supply unit of USA manufacture is
>not included. The Tx/Rx case has three holes (approx 1/4 inch dia.)
>drilled in the top. The package consists of the following:
>U.S.A. (CMR) Mk II Tx/Rx, serial 19809 (three extra holes in top of case)
>U.S.A. (CFW) Variometer, serial 19763 (c/w shipping cover and mtg bracket)

>U.S.A. (Philco) Variometer, serial 05255 (c/w shipping cover)
 >Control Unit No. 3 A, Mk II (possibly of U.S.A. manufacture)
 >Cables - Connector Coax No. 10 (for A Set)
 >
 >Package Number 5 - \$350.00
 > This includes very few items however it is of interest because of its
 >condition and the extremely low serial number. Both items are of Museum
 >quality. The Tx/Rx has english only writing (black letters on white
 >background). The PSU has the more common bilingual writing (white
 >lettering on black background). The package consists of the following:
 >Northern Electric Mk II Tx/Rx, serial C172 (excellent condition inside and
 >out)
 >Northern Electric PSU No. 1, serial C4865 (very good condition inside and
 >out)
 >Cables - 6 pt/6 pt power cable
 >
 >Package Number 6 - \$325.00
 > This package includes the items necessary to put a set on the air in a
 >mobile configuration. The Tx/Rx is a very late production Mk II and is in
 >very good condition. The lead to the A set transmit relay has been
 >unsoldered. Otherwise the set appears to be fully serviceable and works
 >well on receive. The package includes the following:
 >RCA Canada Mk II Tx/Rx, serial C46378 (very good condition)
 >Marconi PSU No. 1, serial C6051 (very good condition)
 >Northern Electric Variometer, serial C32510 (c/w Adapter No. 2 & mount)
 >Control Unit No. 2, Mk II
 >Carriers No. 21 (PSU strap and rubber pads missing)
 >Covers Waterproof No. 1 (canvas cover, fair condition)
 >Case Spare Valves (complete)
 >Case Spare Parts (no parts but with wooden insert)
 >Cables - DC power input
 > - 12 pt/12 pt signal cable
 > - Connector Coax No. 10 (for A Set)
 > - Connector Coax No. 11 (for B Set)
 > - 6 pt/6 pt power cable
 >
 >Other Items
 >1. \$25 Control Unit No. 1 Mk II
 >2. \$25 Antenna Base No. 9 c/w Mounting No. 1 (for B Set)
 >3. \$5 Hydrometer case (stained, empty)
 >4. \$15 Aerial Feeder Ass'y No. 4 (for mounting Variometer)
 >5. \$10 Connectors Coax (17 inches long) (for B Set)
 >6. \$20 Mic, Hand Cdn Type 1 (carbon type power mic)
 >7. \$10 6 pt/6 pt power cable (approx 18 inches long)
 >8. \$15 6 pt/6 pt power cable (approx 7 feet long)
 >9. \$5 ea 12 pt/12 pt power cable ("dog bone") Qty 3
 >10. \$5 ea 12 pt/ 6 pt power cable ("dog bone") Qty 3
 >11. \$10 ea 12 pt/12 pt signal cable (approx 7 feet long) Qty 2

>12. \$30 Covers, Waterproof No. 5 (good condition)
>13. \$75 Northern Electric PSU No. 2, serial 126691 (working)
>
>

-----B841A5E1FE60E6BB523B336F--

Message-Id: <103130302b38cc5dee53a@[199.34.24.6]>

Mime-Version: 1.0

Content-Type: text/plain; charset="us-ascii"

Date: Tue, 15 Jun 1999 22:09:56 -0500

To: Old Tube Radios <boatanchors@theporch.com>

From: "Jay H. Miller" <jmiller@teleteam.net>

Subject: Re: UTC Transformer Info

Guys- thanks for ALL the info. Believe we've got it covered.

73

***** #*****# *****

Jay H. Miller, KK5IM Dallas, Texas

The Pocket Guide to Collins Amateur Radio Equipment

Coming this Summer: A Pictorial History of Collins Amateur Radios

ARRL * AMI#846 * DXCC

E-Mail: jmiller@teleteam.net Home Page: <http://www.teleteam.com/~jmiller/>

***** Proud to be 100% Macintosh since 1984! *****

From: "Ed Tanton" <n4xy@att.net>

To: Old Tube Radios <boatanchors@theporch.com>

Cc: "CW Reflector" <cw@qth.net>

Subject: RE: Spooky. Very Spooky...

Date: Tue, 15 Jun 1999 23:10:25 -0400

Message-ID: <003601beb7a5\$c7ab9430\$01010101@n4xy>

MIME-Version: 1.0

Content-Type: text/plain;

charset="iso-8859-1"

Content-Transfer-Encoding: 7bit

I have tried hard not to get mushy over the slow demise of commercial CW,
but that's one of the saddest things I've ever read Dick. Seriously moved
me. Well said.

72 / 73 Ed N4XY email: <n4xy@arrl.net>

-----Original Message-----

From: owner-boatanchors@theporch.com
[mailto:owner-boatanchors@theporch.com]On Behalf Of Dick Dillman
Sent: Tuesday, June 15, 1999 9:24 PM
To: Old Tube Radios
Subject: Spooky. Very Spooky...

KPH, "The wireless giant of the Pacific", is gone. Been closed for a year and more if memory serves. This is the station with the famous spark note, with the Axelanderson alternators for point-to-point work and later with 40kW on 500Kc. via transmitter BL-10. After 80 years of service it went dark.

But the Park Service is about to take possession and they're interested in preserving the history of the Bolinas transmitting site and the Point Reyes receiving site. We visited the receiving site last weekend.

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We approached the operating room, turned the corner and found... everything as if they had left it yesterday. All the receivers were on. The keys were on the operating tables ready for action. Messages were in the carousel... messages for ships that would never again call. In the SITOR room the printers showed regular messages, then "error... error", then nothing. It was like boarding an abandoned but intact ship at sea. I expected to find a warm cup of coffee at an operating position.

But there was no warm coffee and no ships called and the thieves had long

ago left the den. KPH has passed away and with it has passed one of the best, most honorable eras in radio communications.

--
SK

Vy 73,

Dick/"RD"

Dick Dillman, W6AWO
Chief Operator at K6KPH of the Maritime Radio Historical Society
Collector Of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

Message-Id: <3.0.5.32.19990615212207.0084aeb0@proaxis.com>
Date: Tue, 15 Jun 1999 21:22:07 -0700
To: Old Tube Radios <boatanchors@theporch.com>
From: Hue Miller <kargokult@proaxis.com>
Subject: Re: Jefferson-Travis 350 A ?
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

At 01:37 PM 6/15/99 -0500, John J Mccarty wrote:

>
> Group;
>
>
> Have come across the above radio, along with power
> supply, remote control unit and shipping cases. Any
> one know anything about these. The shipping cases
> have got legs for field set up and are marked
> U.S. Air Force.

--this was, to the best of my knowledge, a USAAF set used for temporary airfields for ground-air comms. after the war, the US Forest Service put some to use, to communicate with their low power portable stations in the 3 mc/s range. this is kinda a "TCS receiver and transmitter in one package", with about the same power output (and total weight), but built on loktals instead of octals. real nice find, to find one this complete!
hue miller ka7lxy

Message-Id: <199906161014.DAA07034@mta3.snfc21.pbi.net>
From: "Arden Allen" <gumbear@pacbell.net>

To: Old Tube Radios <boatanchors@theporch.com>
Subject: Negligence
Date: Wed, 16 Jun 1999 03:12:02 -0700
MIME-Version: 1.0
Content-Type: text/plain; charset=ISO-8859-1
Content-Transfer-Encoding: 7bit

Safety fans;

Quoting from my Hewlett Packard 8708A Frequency Synchronizer manual:

"2-8. POWER CABLE

"2-9. To protect operating personnel, the National Electrical Manufacturer's Association (NEMA) recommends that the instrument panel and cabinet be grounded. This instrument is equipped with a three conductor power cable which, when plugged into an appropriate receptacle, grounds the instrument. The off-set pin of the three-prong connector is the ground pin.

"2-10. To preserve the protection feature when operating the instrument from a two-contact outlet, use a three-prong to two-prong adapter (HP Stock Number 1251-0048) and connect the green pigtail on the adapter to ground."

Hewlett Packard made it perfectly clear that the instrument is supposed to be able to be grounded. But they didn't bother to build it that way. This I discovered when the 8708A bit me while I was shuffling test equipment around on the work bench. My first thought was I had another of those *&^%\$#@ "safety" cords with a bad ground contact. After a round of continuity checking it turned out that the AC connector on the 8708A had a floating grounding prong, the "offset" one in the middle, no continuity to the chassis.

The 8708A has one of those soldered shut tin box power line filters. Out came the big Weller and off came the lid. The innards were potted with epoxy but I could easily see the ground prong solder terminal had no wire attached to it. Not a grounding wire anywhere to be found!

That particular connector that HP used before the IEC connector took over the world (another piece of junk), probably an Amphenol design, was a poor excuse for a power connector IMO, ground wire or not. The connector was made by Tower Manufacturing, never heard of them. Those connectors came with an internal strap for connecting the ground prong to the outer shell making it unnecessary to add a grounding jumper. The connector on my 8708A did not have that model, no grounding strap. The filter was made by Hopkins Engineering Co., San Fernando, CA., no doubt a back alley low bidder. The shipping department clerk probably was the QA manager.

Hewlett Packard, utterly confident in their ability to produce safe products obviously never tested for ground continuity. Their QA manager probably was a former shipping clerk.

Just goes to show, nothing gets done right until someone gets hurt. Be safe, check your grounds!

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

Message-Id: <3.0.1.32.19990616085737.0079ca20@pop.mindspring.com>
Date: Wed, 16 Jun 1999 08:57:37 -0400
To: Old Tube Radios <boatanchors@theporch.com>
From: Bob Login <jlogin@mindspring.com>
Subject: Trade SP600 videos
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Hi ---Trade these videos in excellent condx for R390A videos plus \$20 to cover difference in price. Fixed/recapped my SP600.
So now want to work on 390A's....73--Bob, AA8A

From: Jderm740@aol.com
Message-ID: <9082ab03.249900a1@aol.com>
Date: Wed, 16 Jun 1999 09:29:05 EDT
Subject: Re: 2581 Kisseemee
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Content-Transfer-Encoding: 7bit

Hi Dexter and all

I wonder if that is the same airfield I visited about ten years ago. When I was there it was off a secondary road south of a main highway and almost missable. The sign wasn't very noticable. When I was there they were working on all flyable restorations except one B-25 for the CAHA (now the New England Air Museum). The B-25 had been damaged by a tornado that went through Bradley Field and had raised havoc with all the outdorr A/C. (Could tell you some stories about what happened to the CH-54 Cranes at a later date or contact me off line).

I photographed a lot of the A/Cs around outside. There was a TBF whose new paint was drying in the sun. There was also a stack of F-86s (6, I think) waiting to be restored for customers. A groupe of well heeled guys had gone to South America and bought these and had them shipped back. Ah, Money!! Outside in a field was, I think, a Navy version of the B-24, that someone had

converted into a hotdog and hamburger stand. Wierd Mon, weird. Was that where you were?

Jack

From: Jderm740@aol.com
Message-ID: <a522fa72.24990249@aol.com>
Date: Wed, 16 Jun 1999 09:36:09 EDT
Subject: Re: 2581 Battery Holders
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Content-Transfer-Encoding: 7bit

Hi Robert and bunch

R-S sells battery holders in a variety of sizes from single cell to four cell for AA, C, and Ds. These are plastic with springs for contact. Some of the other catalog companies also sell these, some plastic some made of metal.

Jack

From: Jderm740@aol.com
Message-ID: <42286609.24990533@aol.com>
Date: Wed, 16 Jun 1999 09:48:35 EDT
Subject: Re: Amps for Computers
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Content-Transfer-Encoding: 7bit

Hello, Hello, HELLO

Can you hear me?

With 15watts per channel you should be able to hear me next door. I wouldn't want any more unless the speakers were so inefficient that they sucked all the power the amps could deliver. Back in the 50s we were building a speaker cabinet called a Karlson. It used a 15" coaxial and was so efficient that my little Heath 7 watt amp could only be run at about half power or it would drive you out of the house.

Wht are you going to get from the pooter that requires all that sound and power. I have a sound card in mine and it only plays on bootup and mistakes. Never hear anything otherwise.

Jack

End of BOATANCHORS Digest 2582
